NEW YORK HERALD.

JAMES GORDON BENNETT,

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MIBLO'S, Broadway-She Spoops to Conquer-The WATIONAL TIMEATRE, Chatham street-PADDY TH

BT. CHARLES THEATRE, Bowery Afternoon-Love we Humble Live-Bloomer's Rights. Evening-Wandering Begs-Jumbo Jum-Bloomer's Regets.

AMERICAN MUSEUM- Afternoon and Evening-HERR WASHINGTON CIRCUS-Corner of Twenty-ninth

WOOD'S MINSTREES, Wood's Musical Hall, 444 Broad-

MADISON AVENUE-Afternoon and Evening-FRAN-GEORAMA, 586 Breadway-Banvard's Panorama or

OWEN'S ALPINE RAMBLES, 530 Broadway. CHINESE ROOMS-NEW ORLEANS SERENADERS. STUYVESANT INSTITUTE-SEDGWICK'S CROTCERT

Wexy Vork Wednesday, June 15, 1853,

Mails for Europe.

THE NEW YORK WERKLY HERALD. The Cunard steamship Arabia, Captain Judkins, have this port at 12 o'clock to-day, for Liverpool. Sabscriptions and advertisements for any edition of the New YORK HERALD will be received at the following

LYSHOOL John Hunter, No. 2 Paradise street.
LONDON—Edward Sandford & Co., Cornhill.

"Wm. Thomas & Co., No. 19 Catherine street.

B. H. Revoil, No. 17 Rue de la Bourse.

"B. H. Revoil, No. 17 Rue de la Banque. The European mails will close at half past ten o'clock

The WEEKLY HERALD will be published at half past nine o'clock this morning. Single copies, in wrappers, six-

The transactions in our State Legislature yesterday were mainly of a very important character. The Assembly unanimously adopted the compromise plan for amending the constitution in order to secure the completion of the public works, and the Senate, it is understood, will do the same to-day. The latter body spent the greater part of the day in debating the Maine Liquor bill, which eventually passed by seventeen to thirteen. Nine whigs and eight democrats voted in the affirmative, and six whigs and seven democrats in the negative. All the factions appear to have been completely split to pieces on this question. On reference to both the yeas and nays, the reader will find the names of softs and hards, hunkers and barnburners, silver grays, and free soil whigs, intermixed in the most curious manner. According to the speeches of some of the lawyers in the Senate, this bill, if it should become a law, would give their brethren a large amount of work in the different courts of the State. Another great feature of the Senate's proceedings was the passage, by a vote of seventeen to seven, of the bill incorporating the Atlantic and Pacific Railroad Company, after having been so amended as to allow two years for the laying down one hundred miles of the road. We learn from Texas that the gentlemen delegated by this company are busily engaged in exploring the country for the line of road through that State. The Assembly attempted to repass the Banking Basis bill, notwithstanding the veto of the Governor. It failed, by thirty-seven yeas to fifty-five nays. The bill for the construction of a ship canal around the Falls of Niagara was adopted. This measure, it is thought, will meet with strong opposition in the Senate.

But what is just at this moment probably of as much importance to some of the office-seekers and holders in this neighborhood as either the settlement of the canal controversy or the adoption of the Maine law by the Senate, is the announcement that vesterday was perhaps the last executive day of the session; that the Governor sent in his nominations for Harbor Masters at this and other ports, for Marine Hospital Physician, &c.; but they went over, owing to an objection raised by Mr. Cooley to the immediate confirmation of the Harbor Masters for Brooklyn. The body also refused to take up the nomination of Mr. Briggs as Superintendent of the Onondaga salt springs. Really, the signs are extremely unpropitions for the aspirants to office; however, it is just possible that Mr. Cooley will relent, and permit their nost expiring hopes to be realized just before the final adjournment. We shall soon know.

Mashington observes that some amusing scenes occur in the course of the examination of clerks in accordance with the act of Congress for the re-classification of those gentlemen in the departments. Occasionally a candidate resigns, it is said, rather than undergo the ordeal. These examinations appear to constitute the only topic of political interest in Washington at present.

The annual Protestant Episcopal Convention as, sembled in Providence, R. I., yesterday. That body

will probably elect a Bishop to-day. We elsewhere publish two letters from our Havana correspondents, together with much other late and very interesting intelligence from the island of Cuba. Those engaged in the slave traffic appear to be reaping a bountiful harvest, now that the British cruisers have gone to look after the interests of the colonial fishermen. The landing of slaves on the island is said to be of frequent occurrence. Not the least entertaining feature of the news is the editorial attack made upon this journal by the Diario de la Marina, which we have translated, and publish in full. As the Spanish press law does not permit the publication of any article of a political character except by special consent, we may, of course, look npon this morceaux as emanating from the very head of the Cuban government.

Advices f. om Buenos Ayres to the 24th of April. being three weeks later, represent affairs to be in as deplorable a condition as ever. All efforts at reconciliation had failed, and Urquiza was strenuously be sieging the city by land, and threatened to do so by water. Martial law had been declared in the city all the public offices closed, and all able-bodied men notified to bear arms against the invaders. Provisions were becoming scarce, and from the preparations making on both sides it was feared that the struggle would be unprecedented in the sanguinary history of South American warfare.

Some very curious information respecting the peculiar condition of affairs in Mexico has reached us by telegraph. Triangular fights between the soldiers, the police and the citizens were of common occurrence at the capital. On the night of the 15th plt, the dead bodies of three soldiers were picked ur. The papers state that the French Count, Raousset de Boelhon, having done good service in fighting against the administration of the late President, Arista, is coming back, and will be employed by the government.

Several affidavits of considerable importance were

yesterday tendered by both the prosecution and deence, in the Williamsburg millinery case, as will be seen by the interesting report in another column As the Court desired time to review this additional testimony, the sentence of the defendants was postpaned till Thursday afternoon.

Three buildings were set on fire and entirely consumed by the explosion of a steam boiler in a coffee

mill, in Boston, yesterday. The last European advices are reported to have had no effect upon the New Orleans cotton market. The stock on hand in that port has dwindled down to

one hundred and twelve thousand bales. Our inside pages to-day contain very interesting letters from London and Albany; Trial of Sasscer fo the Murder of Miss Johnson in Washington; English View of the Norwalk Calamity; Official Report of the Common Council Proceedings; Financial, Commercial, Judicial, Theatrical, and Miscellaneous Intelligence, &c.

The steamship Asia will be due to-day, with three days later news from Europe.

The Canal Question Settled-The Conspirators

Defeated-The People Triumphant. The politicians have finally been compelled to adjust the canal difficulties. The force of public opinion, and nothing else, has driven them to it. Of their own free action they never would have taken the canals out of the political arena. Of their own accord they never would have moved a single step—adopted no method to complete these great State works. By their own desire, the canals would ever have been kept a stalking horse for the use of future demagogues, as they have been for past and present ones, to obtain and retain power thereby. The people of this. the Empire State of the nation, should "ever pray," in thankfulness, that a prospect is now presented of becoming, sooner or later, disburthened of this political incubus. During the last fifteen years, both parties have striven harder for the control of the canals than any other object, because with them a cordon of officials would be established from this city to Lakes Eric. Ontario. Champlain, and through the valley of the Genesee, Black river, and other routes, whereby political power could be wielded through the instrumentality of the subordinates. Indeed, ever since the adoption of the constitution in 1846, there has been no other prize worth fighting for in this State. The whigs, finding themselves in a rapid de-

cline in 1851, went recklessly to work, and induced the Legislature which Seward and Weed then held in their hands, to adopt a law nominally to finish the public works, but really to distribute ten or twenty millions to the partizans of that faith. It was one of the most magnificent schemes of public plunder ever concocted, and went far ahead of any Galphinism ever attempted in Washington. They went only by thousands, but the State Regency was bent upon millions of treasury plunder. The people, knowing that their constitutional rights had been invaded, caused a veto to be put on that law, and the entire whig fabric was demolished in an instant. In this emergency, Governor Hunt was implored to convene the Legislature of 1852, in order to perfect some measures of a constitutional character by which the canals could be completed. That functionary peremptorily refused to go any further. The Court of Appeals had decided against his measure, and he did not feel willing to recommend any other to the Legislature or the people; and so he passed out of office, leaving the whole question in the hands of those who succeeded him.

The democracy succeeded in electing Horatio Seymour, Governor, as a friend to a speedy completion of those works. All his antecedents were in his favor; his father had been one of the first Commissioners under whom the canals were first constructed: his estates, inherited. lying on the line of the canal, have increased a thousand fold by the building of that work ; his residence upon its banks, his perfect knowledge of the necessity for enlargement, his public ad- ful execution of that great object? Shall the dresses last October along the line of the canal. in the western part of the State, all contributed to render him a formidable candidate, and a supposed friend to an amendment of the constitution to accomplish that purpose. The people believed in his declarations of friendship for an amendment, as expressed before them, upon the stump and the hustings. He prepared his message under this conviction, and penned a clause recommending an amendment, as he had promised. at Buffalo and other places, before election. But upon his arrival at Albany the press of the public printer was stopped, and that clause of the message stricken out, and the message appeared without any practical recommendation. to the great mortification of a large portion of his own party, and the disappointment of the whigs. Before election he was for an enlargement upon the most extended basis; but his message only required a deepening of the bed some six inches, or, as Mr. Burroughs remarked. a "sweeping the bottom and tickling the sides" of the canal.

The true friends of the canals being thus deceived by the executive, took the matter in their own hands. The whigs being powerless in all the departments, in the Senate and the House, remained as mere spectators. They waited for a movement of the waters. Accordingly Senator Cooley introduced a resolution asking for a joint committee of the two houses. for the purpose of presenting and agreeing upon some plan for finishing the public works. No opposition to the resolution was offered in the Senate, and it passed that body almost unanimously, and was sent down to the House. It remained there upon the table several days unacted upon, though in consideration of the magnitude and importance of the subject, no one doubted of its passage. But when it was taken up, Mr. Loomis opened his batteries against it. A long debate ensued, and when the vote was finally taken, the proposition was rejected by the casting vote of William H. Ludlow, who had been elected Speaker of the House upon the pledge of his friends that he was a friend of the canals. This blow, together with the one previously given by Horatio Seymour, alarmed the canal men in the Legislature, and produced the greatest consternation in and out of that body. The Senate made no further effort. It was left for the House, now known to be in the keeping of doubtful men, to make the next movement. Mr. Loomis, chairman of the ways and means, and Mr. West of the canals, in the course of time agreed upon a bill, and run it through the House, known as the " Tax and Toll bill." This was received in the Senate. and treated with disdain, that body knowing that the people would never submit to a taxation of ten or fifteen millions to complete the canals. Then Mr. Vanderbilt proposed his amendment to the constitution, which the Senate adopted. It was sent to the House, and that body, instead of adhering to, and insisting upon, its tax and toll bill, abandoned it, and also went in for an amendment of the constitution, known as the West plan. Now. look at

of 1851 was enacted, and while it was under discussion, those wiseacres pretended to be in favor of that method, provided the constitution could be so amended as to permit it. There was no voice against the canals, only against the law, as being unconstitutional. They, upon the first opportunity, adopt a law, so far as their power extended, directly taxing the people to raise the necessary funds; and when forced from this position by public opinion, they propose such an amendment to the constitution as they well know the people will never sanction, and for which they would not vote themselves. Finding their bantling unceremoniously kicked out of the Senate, these huckstering politicians consent to a joint committee, as proposed by Senator Cooley in the first week of January last, which the Speaker then rejected; and after a conference of a few hours, back out of all their opposition, cave in, repudiate everything of their own, and take position equally upon the Vanderbilt platform for amending the constitution, so as to borrow two and a quarter millions a year it needed, anish the entire work in the short space of four years, without a dollar of taxation. and all by means of the surplus revenue, twothirds of which will accumulate from tolls paid upon the transportation of freight coming from,

and going to, other States. It is perfectly evident that Loomis and the administration were opposed to any amendment by which the great work would be finished in the course of four or five years. The whole power of the government was brought against the measure. During the recess, the paper in Orleans county showed the mark of Lieutenant Governor Church in its columns, in opposition to opening the constitution. A day or two before the special session commenced, the earmark of Comptroller Wright was detected and exposed in one of the "State papers" at Albany, containing columns of abuse heaped upon Senator Vanderbilt, for his efforts in attempting to finish the canals n a constitutional manner; and his excellency himself brought the weight of his official influence to bear, in a message which he thrust upon the Legislature, stating that if the matter had assumed that shape, he implored his friends to support the West plan for amendment. He also yielded his opinion as to tolling

the railroad and taxing the people. From the truckling manner which the administration and a large party in the House of Assembly have treated this subject ever since the first of January last, they have exhibited conclusive evidence that they had not the least wish or desire to obey the mandate of the people. They wished to keep the canal question upon the political course; they had succeeded in obtaining power by riding that hobby. The State officers circulated handbills all along the ines of the canals during the canvas, when they were in nomination for office, that they would faithfully execute the law of 1851. But no sooner were they installed in office, than they exhibited symptoms of falsifying their pledges. The present Governor, tog, traversed the tow path of the canals, and preached into the ears of boatmen and forwarders the imperious necessity of a speedy amendment of the constitution, so as to give them a canal of seven feet in depth and seventy teet in width. The people placed confidence in those assertions, and elected him governor-as a canal governor. His course, since his election, in associating with Loomis and the anti-canal faction, belies all his promises made in Oc-

Now that the constitution is to be amended. notwithstanding the mighty opposition which the measure has encountered, shall not the canals be completed within the time specified, and with the money contemplated? Shall any impediments be thrown in the way of a faithcontrol of enlarging the Erie, and the completion of the lateral canals, be in the hands of friends or enemies of the work? The people will say, now that provision is made and a plan agreed upon, the canals shall be finished accordingly. The strife has continued too long-demagogues have ridden into power too frequently. Let those have control of the work who have manifested a friendship for it. In selecting candidates for State officers and memhers of the Legislature, both parties must have an eye to this question, or they will be unmercifully swamped.

Secretary Marcy on Diplomatic Uniforms-

What of Our Foreign Relations? Our present premier is an "old fogy." The fact is established. His official pronunciamen tos upon diplomatic uniforms settle the ques

He is a disciple of Ben Franklin. He so proclaims himself. He urges the plain republican dress of Franklin, such as that, we presume, in which he appeared at the splendid court of Louis XVI., as the proper costume for our ministers abroad; a shad-bellied coat, very long waistcoat, white cravat, without a shirtcollar, short, tight breeches, blue yarn stockings, and low shoes with plain buckles. No monstaches, no whiskers, no goatees; no gold lace nor tinsel of any sort; no Cockney or Parisian pattern or cut of fashion; no japanned halfboots; no gold chains, no diamond breast pins, no flash waistcoats, no embroidered shirts : no disgusting imitations of the diplomatic snobs of Europe; no stuff or nonsense or humbug of that sort, if you please, but everything, gentlemen, of the plain, unsophisticated, unostentatious democratic republican style and cut of good old Doctor Franklin. And all the country, from Dan to Beersheba, from Washington to Concy Island, says Amen! So mote it be!

Such is the first grand diplomatic movement of Secretary Marcy. He begins his career by taking off the tinsel trappings of his subordinates abroad. If there is a jackdaw among them, let him be exposed. And all the country from Cape Cod to California, will cry amen, And this is just the move which our diplomatic corps might have expected. When our Premier was Governor of this great commonwealth. he was not particular about a patch or so upon his trousers, provided the cost did not exceed fifty cents and he was indemnified by the State. He was never a fancy man in his dress -he has always despised such trifling inanities -always. He has had other fish to fry. In fact, we are not aware of a single case in which that thing of the tailor's shop, called a dandy, has ever risen to the dignity of Secretary of State. But as dandles have been heretofore. and may have been lately, appointed as plenipotentiaries, or charges, or as their secretaries, the Governor has thought fit to read them a wholesome chapter of advice on gold lace and millinery in general. And all the country, from Communipaw to Point Isabel, will say amen. And what a contrast is here presented be-

and that of France under Louis Napoleon! What contrast between the costly gewgaws and chantasmagoria of the French Empire, and the sublime simplicities of our republican institutions! Blessed be the memory of good old Ben Franklin, the printer! Blessed be our Premier in making him the example for his fashionable successors in these degenerate days! And all the country, from Madawasca to Michillimacki-

nac, will say amen. So let it be! About the first official act of Louis Napoleon after his memorable coup d'état, was a decree prescribing the costume of the members of his Senate and Corps Législatif. His description was so express and minute, including the gold lace, the buttons, the number of the buttons, the style of the buttons, and the button holes. and the cut of the coat tail, that an "outsider' would have taken it for granted, till otherwise informed, that "the nephew of his uncle" had served a useful apprenticeship with a tail-

But mark the contrast between Napoleon

the Third and Franklin Pierce-between the

successor of the "Little Corporal," and the representative of Old Hickory-and between Cambaceres, the Imperial Minister, and Marcy, our Democratic Premier! The first official act of the latter, by the authority of the President, is to take off the gilt edgings and pinchbeck trappings of his subordinates over the water. Yet Louis Napoleon appears to be getting along as successfully as General Pierce It is the people, fellow-citizens-it is the people. The French are a fashionable, dashing. elegant, showy. magnificent, splendid, imperial people; while we, of these United States, are a practical, matter-of-fact, sub_ stantial, gc-ahead, enterprising and sovereign people-free and simple; but the proudes and mightiest people upon the round earth, Hence, while his imperial splendors give strength and solidity to the government of Louis Napoleon, it is the stern simplicity of Ben Franklin which is most essential to the success of our popular institutions. And we say, rather than suffer our Ministers abroad to

success of our popular institutions. And we say, rather than suffer our Ministers abroad to ap the regal trappings of monarchy, pin the personal repossibility to a pic the regal trappings of monarchy, pin the personal property of directors. But it is very questionable very question terranean, and of a possible upheaving again of all the revolutionary elements of the continent? And have not the imperial Tartars of China a prospect of support from the Cossacks of Russia? And only think of the field for the most hospitable commercial negotiations with the vast and fertile but undeveloped States of South

In this comprehensive catalogue there would be work enough for the mighty genius of the great Napoleon himself; and we feel somewhat anxious, therefore, concerning our Prime Minister. In his circulars upon diplomatic uniforms. however, we have intrinsic evidence that he feels calm and perfectly cool. He writes with the ease and dignity of a man who understands his prerogatives. Let us hope that upon the graver matters of solid negotiations with foreign powers he may as fully appreciate the extent of his responsibilities. And let him act without delay. And the great American people will say amen! So mote it be!

THE CONNECTICET RAILROAD ACCIDENT LAW .-In holding up the action of the Connecticut Legislature as an example to be followed by our representatives at Albany, we do not wish to be understood as endorsing every feature of the bill "to prevent injuries and the destruction of life upon railways, and by railroad trains," recently introduced by Mr. Hyatt-Chairman of Committee. Many of its provi sions are, in our opinion, unnecessary and in jurious. Railroad accidents may be prevented without obiging trains to come to a full stop before every draw or crossing; and the duty of keeping railroads and their appurtenances in good repair, need not be entrusted to State Commissioners, while the companies pay directors and other officers for that very purpose. Such rules would only tend to check railway travelling, and to embarrass the managemen of railways. The real object to be obtained by a bill to prevent accidents, is to increase, not to lighten the responsibility of managers. Transferring that responsibility from a board of private directors, to a Board of State Commissioners, offers no additional guarantee to the public, nor can we, in common justice, uphold the establishment of such a Star Chamber commission, as the Connecticut act contemplates.

The most natural and simplest safeguard against accidents, can be secured by rendering it the vital interest of those who can prevent them to do so. By depriving directors of their powers, we necessarily diminish their responsibility, and diminish the interest they have in guarding vigilantly against accidents. If, on the contrary, we leave those powers in their natural extent, we are at full liberty to require at the hands of their possessors such discretion in their use as will ensure the public safety. We can punish the want of such discretion by the severest chastisement the law allows. What more is needed?

We know, both from foreign and domestic experience, that accidents need not occur, even on the most frequented lines. Where they do octhe consistency of those men. When the law | tween our government under General Pierce, | cur they are invariably the result of misman-

agement or neglect. The whole problem, then, resolves itself into the simple question: How can we prevent railroad managers mismanaging. or neglecting their duties? It does appear to us a singular infatuation to seek an answer to this inquiry in complicated systems of tyrannical supervision and State control. Why will the good old rule which renders every man liable for the consequences of his want of care and prudence, not cover the case? If a private individual kills or wounds another by negligence or carelessness, the law holds him responsible, and a court of justice punishes him. Why cannot railway managers be dealt with in like manner? The only perceptible difference between the two cases is, that the negligence of the latter is likely to be far more destructive in its effects than that of the former. If John Brown carelessly leaves on his window sill a heavy hammer which falls and kills a passer-by, John Brown is arrested, tried, convicted, and punished for manslaughter; but if John Smith. president of a railway, omits to provide a proper signal at a drawbridge on his line, whereby a train of cars is thrown into the water and forty people are drowned, John Smith escapes with scarcely a few anathemas to disturb his equanimity. Wherein lies the distinction between the two?

All that the public requires is a law which will impose on the directors and managers of a railway the same responsibility for their official acts as every man bears for his private acts. The infliction of a fine, payable to injured passengers, or the relatives of passengers killed, has been generally advocated. We give in another place, some very sensible suggestions from an English paper on this subject. A fine would come out of the funds of the company. Innocent shareholders would contribute an equal share with negligent directors. The individual proportion of the latter would be small. These are objections of weight. What we want is not so much to punish companies, which are bodies incapable of committing offence, as to attach personal responsibility to individual men, who are the real offenders. This

furnished to the directors of each company; and it would be for them to effect the repairs he suggested, or not, as they thought fit. If any accident occurred through neglect of his warning, the jury empannelled to assess the damages, and the judge upon whom it would devolve to award the penalty of imprisonment, would, of course, give due consideration to this aggravating circumstance.

Talk on 'Change.

Cotton continued heavy, with sales of about 600 bales. Breadstuffs were tolerably active, without change of mo ment in prices. Freights were more inquired for, especially to Liverpool, with fair shipments being made.

Regret was expressed that the mails, hitherto trans corted by steamships between this city and Charleston measures might be adopted which would induce the Gene ral Post Office department to restore it if practicable.

It was said a strong effort would be made to induce th Legislature to pass an act to establish a permanent water line around the city of New York, and to prohibit the extension of piers and docks beyond it.

It was said that it was not a local question, but one in

which the U.S. government, as well as the people at large, was interested. If the harbor became obstructed by deposits of dirt, it might interfere with the passage of war vessels to and from the Navy Yard at Brooklyn Scientific men had before examined into the danger to the harbor likely to result from the filling up of river piers, and had given their warning against it. It was believed that Professors Bache and Henry's observations would confirm their opinions.

It was said that a company had purchased extensive lats on the Jersey shore, south of Jersey City, and claim ed water rights nearly out to Bedlow's i land. They had proposed to build long piers and fill them up, having locks between them. The flats had been formed by de posits of mud brought down by the Hudson river, the water forming a sort of eddy over the flats, had caused the sediment to settle on them. It was feared that should these flats be filled up, the usual deposits would be made this prove true, in the opinion of scientific men, it would be a suitable case for the interference or action of Con-

Capt. Williamson's grant for the navigation of the Amazon river, obtained from the action of the Brazilian and Bolivian governments, was considered important, and should gold or silver mines of value be discovered on its shores, they would very soon open up an active brad on that great river and its tributaries. A good deal would depend upon the practical exploration of the country and its resources accessible to steamboat navigation. It was believed that the Pacific Railroad Company, just chartered by the Legislature, would have no difficulty in complying with its requirements, as the bill allows two years for the completion of the first hundred miles.

If a railroad was built at an early day to the Pacific, it would have to be done by the enterprize of private individuals. The United States could do nothing more than survey the most feasible routes, and aid, by donations of lands, especially in the Territories, in the'r construction. The whole management and execution of the enterprire should be left to private individuals. The gentlemen incorporated by the late act, as the Pacific Railroad Company, comprised many of the most influential and wealthy capitalists to be found in the United States. Private enterprise had driven the filteris Central road forward with uncommon rapidity, and Pa stock bad advanced to about \$120 per abare.

The men embraced in the Pacific Company, including many hading merchants, were a guarantee that this, the greatest of modern works, would be pushed through with qual energy and despatch.

Heet To-Day.

The Democratic State Convention of Texas, at Washington, Texas to nominate candidates for Governor and Licutemant Governor. The Democratic State Convention of Georgia, at Mil-

The Murderers in the Tombe

THE CASE OF NEARY, UNDER SENTENCE OF EATH—RESPITE GRANTED BY THE GOVERNOR-Governor Seymour has granted a respite of one week, in the case of Thomas Neary, seateneed to be executed em-Friday, the 17th last., for the murder of his wife. Sheriff Orrer has called another jury in the case of this culprit, for the purpose of testing the plea of insan instituted by his coun-el, Mr. Henry Morrison. The p vious jury were unable to agree upon a verdict.

At 4 e'clock yesterday afternoon, the Sheriff's jury were summoned to appear at the Court of General Sessions, for the purpose of taking medical testimony in the matter.—Chief Deputy Willet presiding. Mr. Morrison, counsel for the convict, moved to have a jury swern. Sheriff Willet replied that he could not proceed with the case, as Mr. Blunt, the District Attorney, was out of town, and produced a telegraphic despatch from Albany.

THE STRAMSHIP JAS. ADGER, Capt. Dickinson, arrived yesterday morning in 52 hours from Charleston, with a large number of passengers. By the kindness of Mr. Purser Tisdale we were promptly placed in possession of Charles-ton, New Orleans and other Southern papers.

THE STRAMSHIP FLORIDA, Capt. Woodhull, arrived this morning from Savannah. We received from Mr. Purser Thompson late Savannah papers.

MASSACHUSETTS CONSTITUTIONAL CONVENTION-THE LASE PHONOGRAPHIC BLUNDER —A member of this Convention the other day spoke the following sentence: "If you incorporate such a provision in the constitution, you will place a stain upon the Commonwealth which no earthly power will be able to crase." A phonographic reporter got it thus: "If you incorporate such a provision in the constitution, you will place a stone upon the Common-Monstrous big stone that ! Poor Massachusetts !-- hurled ! and a tombstone put upon her, which nothing short of angels from heaven will be able to remove. Oh! Phonography, how dost thou murder common sense !

TELEGRAPHIC CHANGES .- We learn that T. S. Faxton. Esq., who has long been distinguished as the President of the New York, Albany, and Buffalo Telegraph Company, has resigned the office, and his resignation was accepted the day before yesterday. We understand that Mr. F. E. Chapman, of Utica, has been appointed treasurer of

suddenly been bereft of their tools, without which it will be impossible for them to follow their usual avocation.

Court Calendar—This Day.

United States Destrict Court — Nos. 2 to 9, 11, 12.

Supreme Court—Circuit — Part First—Nos. 643, 661, 217, 79, 704, 302, 374, 626, 274, 711 to 716. Part Sesond—Nos. 1,160, 1,172, 1,146, 1, 112, 1,008, 1,193 to 1,190, 1,202, 1,203, 1,205 to 1,213, 1,215 to 1,219, 1,222, 1,223.

Supreme Court—Special Ferm.—Nos. 1, 2, 3, 5, 7 to 13, 15, 18, 194.

Court of Common Piers—Part First—Nos. 1,155 to 1,163, 1,165 to 1,171. Part Second—1,176 to 1,190, 1,194 to 1,198.

to 1,198.
Supraion Court.—(Two Branches.)—Nos. 449, 879, 137, 876, 232, 970, 469, 496, 697, 776, 63, 565, 839, 868, 824, 986 to 998, 1,000 to 1,006, 1,008 to 1,015, 1,017. New York Business Directory, 1853 and '54,

for sale at the office of the New York City Directory, is Broadway, and at the bookstores. Price 25 cents. CHARLES R. RODE, late Boggett & Rode.

A Strawberry Festival at Stuyvesant Insti-A Strawberry Fessival at Stuyveant Insti-tute, 659 Brendway, will take place, in connection with the sale of fancy articles, by the ladies of Brendway Baptist Church, this (Wednesday) afternoon and evening, June 15, the proceeds to be devoted to the furnishing their new church edifice, now erecting on Twenty third street, between Fifth and Sixth avenues. Persons friendly to the object are lavited.

Daguerreotypes of Superior Quality are

Brady's New Gallery, over Thompson's Saharany's new Gallery, over Thompson's Sa-leon, No. 309 Broadway, has been pronounced one of the most completely arranged deguerrean galleries in this com-try or in Europe. The reception, dressing and operating rooms are all on one floor, a feature posuliar to this estab-lishment, and are furnished with every requisite for the confort of visiters as well as for the production of first class pictures. The old gallery corner of Broadway and Fulton streets, will remain open as usual. "A Thing of Beauty is a Joy Forever-Its

loyellness increases," one so with the reputation of the far-formed dagmerrostype pictures of DOBTYS, RIGHARDSON, MOUSSENET. They are indeed "things of beauty," and their loveliness of light and shade, producing coxumists par-traits, has never been surpassed. Call at 333 Broadway. The rallery is free, and visitors receive every courtory, whether they wish pictures or not. The Twenty-five Cent Daguerrean Business

--While REESE & CO, make the cheap system their princi-pal forte, those who sttempt to imitate them make a sham pretence at it to ring in for higher prices pictures. With Recee & Co. it makes no difference—the cheaper the better. No. 229 Brondway.

Something New.—Particular Attention is called to GURNEY'S new style of colored daguerrootypes, a new feature in the art, which he has just produced, Also, his matchless geolobypes, or daguerrootypes on paper, with and without color. 349 Broadway.

The Few in all Kinds of Business who Take The Few mall killings of December, the lead, prosper.—Thompson, at No. 561 Broadway, dancerean artist, leads in the quality and prices of his porraits, and has succeeded in taking more pictures, during the last five years, than any other daquerross artist in the left.

J. W. THOMPSON, 501 Broadway.

The Knox Hat.—The established and recognized style of spring and summer lats is that of the indefatigable RNOX, 12: Fulton street. All that is fashlonable, stylish, next durable and becoming in hat making, has been conbined by this incomparable sries in his latest efforts. These in want of a really beautiful molecules in or beaver, white or black, will be able to sait their taste at Knox's. Taste is as necessary in the praduction of a hat as mechanical chill, and Knox is the acknowledged possessor of both.

Cutrages on the High Seas are becoming almost as common as the outrages against propriety and good taste evineed by many otherwise well dressed gentle-men who affect the fathionable side of Broadway. This frow a want of experience, rather than a wish to offend, and we savize those who who to avoid this unplersant position to patronize the stabilishment of Mesars KNOX & JAMES, on the center of Epradaway and Spring street. Their stock is extensive and prices reasonable.

Gentlemen's Soft Feit Hats -An Extensive geortheric solitable for summor travelling, lounging, agrortheric, solitable for summor travelling, lounging, agrortheric solitable, better solitable solita

Daguerreotype Hats.-Refferty & Leask are miling their beautiful drab beaver and powel felt hats at their usual low prices of Shane Si, and, in addition, givin seek customer his like ases in his hat, free of charge. Tao, are the only hatters in the United States who can do this RAFFERIY A LEASE, IT Constant street, opposite Cham hers, and on the corner of Chatham and Pearl.

Leghern and strave hars, summer styles.—Ose of the most activate extention to farmour nate ever exhibited in activate extention to farmour nate ever exhibited in activation in this city can be found at BANTA'S, 105 Canal street, corner of Wooster. Banta's drab heavers are truly gring an envisible popularity on account of their lightness, beautiful appearance, and the ease and comfort they give to the wearer in this hot and oppressive weather.